

Editorial

JOURNAL BOX

HELP IS AVAILABLE

Recently I received a letter from a member requesting assistance. This letter, should of course have been sent to the Federal Secretary for passing on to the Advisory Panel.

Then again, it reminded me that it is some time since mention was made of the Advisory Panel, or the list published. The Advisory Panel consists of members who have volunteered to help other members who require assistance. Any member with a query simply writes to the Panel, C/o. Federal Secretary and encloses a stamped addressed envelope for a reply. The Federal Secretary passes on to the panel member who is most expert in the particular subject.

It has often been remarked that members don't get much for their subscription, yet I know that the Advisory Panel is by no stretch of the imagination overworked.

The service is there for your convenience, and it only costs you two stamps and a little time to write out your query.

COVER PHOTO

The crew of BB 18½ No. 1013 have a quiet rest as the turntable at Rockhampton Loco Depot creeps around to the exit track slot. C17 class No. 976 quietly simmers in the background on 11th April, 1969.

Photo by Ted Frost.

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CONTENTS

Secretary's Desk.	64
Advisory Panel.	65
Club Register.	65
Basic Sidings & Goods Train running.	67
Some elements of Scratch Building.	71
Warrimoo Model Railway Club.	74
News from other clubs.	77
Let's get down to essentials.	78
Pop Valve.	81
Branch Reports.	83

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THE SECRETARY'S DESK



The C.O.M. has been taken to task for not continuing to hold the A.G.M. at the Sydney October Exhibition. As the mover of the motion to have the A.G.M. transferred from this date to a latter one, these were the reasons for the motion.

Quite a number of the C.O.M. were on the Exhibition Committee as well as being exhibitors in some cases and many late nights had already been spent in preparation. Attendance for the whole period of the exhibition was required, so a chance of an early night was more than welcome, particularly when for some the Monday would end up in the early hours of Tuesday.

This may not seem to be grounds for a good excuse, but unless any one has experienced nine years of exhibition fever I do not think they are in a position to judge.

From the experience of the two occasions when the A.G.M. was held at the Town Hall it was seen that besides there being no business from the "audience" there was not much interest in the election of officers. This lack of interest has been proved over the years. The committee members usually have to renominate themselves because only one or two members bother to return a nomination form.

However, if there are some who may still feel that the A.G.M. should be held at the exhibition, I shall be only too pleased to receive their nominations for the new committee of 1972.

On another subject, if any member would like an updated set of Standards

including some N gauge, drop me a line and one will be sent. Our thanks to Stephen Suggit for reviewing them.

I hope you have all sent along your initial payment of \$4 for our convention, this should be quite a programme and is not to be missed if at all possible.

Elsewhere in this issue is a list of the current Advisory Panel. There are some blank spaces and any volunteers to fit these, or help in any other category will be welcomed. You won't be overworked as I have only had about six requests in two years.

Remember AMRA is not just a committee sitting on lofty heights looking into a crystal ball. AMRA is made up of every member, who, because of a common interest in model railways, has equal rights with all in the Association. Although our interests are diversified, the sharing of these interests should be our greatest aim. This can only come about by all participating in some way, even if only by asking for, or giving advice.

A reminder that subscription renewals will be on their way soon and a prompt return (before 31st October) gives your branch a rebate for each senior member.

BUYER'S GUIDE-kit review, issue no. 92.

Prototype Models advise that the price of the metal kit is now \$3.95 and that the wheels are supplied by Prototype.

ADVISORY PANEL

Base Board Construction. M. BAKER, R. LITTLE.
 Track Work, Points, etc. B. BOYDELL, C. ROLFE, R. LITTLE, T. DUNLOP.
 Layout Design. M. BAKER.
 Electric Wiring. N. GIPPS, R. LITTLE.
 Signals & Signalling. L. FORDHAM (NSW), N. GIPPS, C. ROLFE.
 Relays & Solenoids. N. GIPPS, J. YOURN.
 Scenery. J. YOURN, M. BAKER.
 Back Scene & Painting. C. ROLFE.
 Line Side Structures. C. ROLFE, H.G. ARMSTRONG.
 Loco Building. B. BOYDELL, A.W. SAXON (NSW), C. ROLFE.
 Loco Conversion.
 Powering of Kits. R. LITTLE.
 Armchairing. M. BAKER.
 Rolling Stock Construction (Goods). B. BOYDELL, A.W. SAXON ("O" GAUGE),
 C. GILBERTSON, C. ROLFE, P. BURKE,
 H.G. ARMSTRONG.
 Rolling Stock Construction (Pass.). B. BOYDELL, A.W. SAXON ("O" GAUGE),
 L. FORDHAM, C. ROLFE, H.G. ARMSTRONG.
 Rolling Stock Conversion (Goods). M. BAKER, R. LITTLE.
 Rolling Stock Conversion (Pass.). M. BAKER, R. LITTLE.
 Couplings. J. YOURN, M. BAKER.
 Bridges etc. A.C. ROBINSON.
 Timetables. M. BAKER, S. WESTERMAN.
 Prototypes. V.R. M. BAKER.
 S.A.R. E. RADDATZ.
 Q.G.R. A.C. ROBINSON.
 N.S.W. A.W. SAXON, L. FORDHAM, C. GILBERTSON, P. BURKE.
 W.G.R.
 T.G.R.
 EUROPEAN N. GIPPS. (FRANCE) E. RADDATZ.
 U.K.
 U.S.A.
 Electric Traction - Rail & Tram. N. GIPPS.
 Silastic Moulding. A.W. SAXON, H.G. ARMSTRONG.

Any volunteers to fill the gaps? Contact the Federal Secretary.

Club Register

Since the inception of the "Club Register" project, letters and forms have been sent out to seventy-five model railway, miniature railway and model engineering clubs. The response from the clubs, however, has not been overwhelming, in that only thirty-two clubs have replied. This is unfor-

tunate. For the club register to be effective, the majority of clubs must participate.

One of the basic aims of the club register is to enable A.M.R.A. to provide more and varied services to its members. The service that the club

register can provide to the members of A.M.R.A. is the making available lists of clubs that:-

1. Require new members.
2. Can be visited - when and where.
3. Have specific interests - NSW prototype, live steam, etc.
4. Have layouts available for exhibitions, fetes, etc.

This information will be published in Journal from time to time, but should any member require such information any

sooner, they should request it from Mr. Graham Watson, 4 Dicks Street, Albany. W.A. 6330, enclosing a stamped, self-addressed envelope.

If your club is not included in the register, it is more than likely because they have not returned the form that has been sent to them. So, have a word to your club secretary and help make the club register a success.

NEW SOUTH WALES.

AURORA MODEL RAILROAD CLUB.

Hon. Sec. Mrs. E. Baxter, P.O. Box 76, Caringbah, 2229.

AUSTRALIAN ELECTRIC TRACTION ASSOCIATION.*

G.P.O. Box 1017, Sydney. 2001.

BLUE MOUNTAINS RAILWAY SOCIETY.*

Hon. Sec. Mr. E. Holmes, P.O. Box 20, Glenbrook. 2773.

CANBERRA MODEL RAILWAY CLUB.*

Hon. Sec. Rev. A. Ebbs, P.O. Box 1. Dickson. A.C.T. 2602.

CENTRAL COAST MODEL RAILWAY CLUB.*

Hon. Sec. Mr. W. Cleary, 83 Holden Street, Gosford. 2250.

ILLAWARRA LIVE STEAMERS.*

Hon. Sec. Mr. K. Gifford, Upper Cordeaux Dam, Kembla Heights. 2500.

ILLAWARRA MODEL RAILWAY CLUB.

Hon. Sec. Mr. L. Williams, 28 Boundary Road, Mortdale. 2223.

MODEL WORKSHOPS.*

Correspondent. Mr. R. Gallagher, 52 Eyre Street, Malabar. 2036.

NEWCASTLE SOCIETY OF RAILWAY MODELLER.*

Hon. Sec. Mr. T. Holmes, 225 Park Avenue, Kotara. 2288.

N.S.W. SCHOOL RAILWAY CLUBS' ASSOCIATION.*

P.O. Box E24, St. James, 2000.

OXLEY MODEL RAILWAY CLUB.*

Hon. Sec. Mr. W. Durrant, Spring Park, Gaspard via Quirindi. 2343.

PROSPECT MODEL RAILWAY CLUB.

Hon. Sec. Mr. M. Guest, 31 Birch Street, St. Marys. 2760.

SYDNEY LIVE STEAM SOCIETY.

Box 124 P.O., West Ryde, 2114.

SYDNEY MODEL RAILWAY SOCIETY.*

Hon. Sec. Mr. J. Bowen, 79 Cambridge Street, Penshurst, 2222.

SYDNEY SOCIETY OF MODEL ENGINEERS.*

Hon. Sec. Mr. R. Coleman, R53 Luddenham Road, St. Marys. 2760.

SYDNEY WESTERN RAILROAD CLUB.*

Hon. Sec. Mr. E. Hanson, 13 Addington Avenue, Ryde. 2112.

THE MODEL RAILWAY CLUB.

Hon. Sec. Mr. J. Parker, 34 Strickland Street, Bass Hill. 2197.

WOLLONGONG MODEL RAILWAY CLUB.*

Hon. Sec. Mr. L. Spence, 71A Campbell Street, Wollongong. 2500.

YAGOONA MODEL RAILWAY CLUB.

Hon. Sec. Mr. B. Toomey, 9 Brodie Street, Yagoona. 2199.

ZIG-ZAG MODEL RAILWAY CLUB.*

Hon. Sec. Mr. B. Hustwayte, 25 Malvern Street, Lithgow. 2790.

VICTORIA.

FLINDERS MODEL RAILWAY SOCIETY. *

Hon. Sec. Mr. R. Heupt, 22 Lilian Street, Bulleen. 3105.

MELBOURNE MODEL RAILWAY SOCIETY. *

Hon. Sec. Mr. W. Price, 21 Alexandra Avenue, Elsternwick. 3185.

THE STEAM LOCOMOTIVE SOCIETY OF VICTORIA.

Hon. Sec. Mr. H. MacMahon, 109 Addison Street, Elwood. 3184.

QUEENSLAND.

QUEENSLAND SOCIETY OF MODEL AND EXPERIMENTAL ENGINEERS. *

Hon. Sec. Mr. N. Buckle, 5 Garfield Street, Toombul. 4012.

SOUTH PENINSULAR MODEL RAILWAY CLUB. *

Hon. Sec. Mr. G. Smith, 84 Dodds Street, Margate Beach. 4019.

SOCIETY OF MODEL RAILROADERS.

C/o. 37 Avoca Street, Yeronga, 4104.

UNITED MODEL RAILWAY CLUB. *

Hon. Sec. Mr. G. Feeney, 15 Bognuda Street, Bundamba. 4304.

SOUTH AUSTRALIA.

ADELAIDE MODEL RAILWAY SOCIETY INC. *

Hon. Sec. Mr. R. Juttner, 7 Gannet Avenue, Glenalta. 5052.

SOUTH AUSTRALIAN "O" GAUGE RAILWAYS. *

Hon. Sec. Mr. T. Gibbs, 57 Ross Road, Hectorville. 5073.

WESTERN AUSTRALIA.

WESTAUSTRALIA MODEL RAILWAY CLUB. *

Hon. Sec. Mr. J. McCallum, 72 Warnbro Beach Road, Waikiki. 6169.

Clubs that are no longer operative.

PARRAMATTA DISTRICT MODEL RAILWAY CLUB.

WARRAGUL AND DISTRICT RAILWAY CLUB.

The clubs marked * have indicated that they are seeking new members. If any reader is interested in joining any of these clubs they should contact that club's secretary.

Basic Sidings & Goods Train Running

Part 1. Coupling and Uncoupling.

E.G. WATSON.

Part 2.(a) Some basic sidings and shunting moves.

(b) Some hints on shunting on a model railway layout.

Part 3. Marshalling and placing.

Part 4. Some notes on clearing breakdowns.

While the information on siding and shunting movements are prototype and can be demonstrated on my "Silver Springs" layout, the notes on marshall-

ing are not necessarily strictly prototype, but are workable. Touch numbering has been simplified for the purpose of demonstration and bears no resemblance to any prototype. (It is workable though).

While dealing with basics as thoroughly as I can, it should be realised that it would be impossible to go into detail of all combinations of sidings, shunting movements and breakdowns.

Sufficient is given, I hope to enable anyone to layout a simple "yard"

and operate it well. Also to put in a few surprises for visitors.

Part 1. Coupling and Uncoupling.

NOTE. I can only guarantee that the information given here is correct as to Triang rolling stock and uncoupling ramps. If you use other types you must experiment to see if it applies or can be adapted.

Over the past few weeks, having completed reconstructing my "Silver Springs" layout, I have become fascinated by its possibilities. I can run passenger trains, shunt for hours, place trucks, cross, terminate, clear break-downs, in fact duplicate any move made working at six stations in six years. The main features of the yards at three of these stations are included. More than 5 years, 3 major reconstructions and several minor ones have gone into it. Yet one thing can spoil the whole effect.

Poor coupling and uncoupling.

This is bad enough when operating by myself, with visitors it can be quite embarrassing. Couplings must be at the correct height and be free. Triang put out a gauge for this. If you haven't one, use a fine pair of pliers and check the trucks over a ramp. The spring under the ramp can weaken and cause trucks to uncouple. Solution - rubbish tin.

The track may "lift" after being laid a while. If this lift is near the ramp, it will cause uncoupling. Solution - tack it down or discard the track if faulty.

Don't run a train continuously around a main line with points and uncouplers. Stop it every now and again and reverse it to free up any tight couplers. These could derail a train or divide it. A divided train offers endless possibilities to swing into prototype if we

know how. Perhaps a later article will deal with this. Still it's a pest. We can reverse back and pick up the divided section, but it doesn't look good. Check for a faulty ramp or truck couplings.

When shunting, avoid excessive speed. This can derail trucks, smash them into buffer stops and damage trucks or tangle the couplings. When constructing a siding make sure you don't make it too snug. Allow a little room for the ramp and some at the buffer stops, plus a bit more. If the trucks are against the buffers the train won't couple up.

We also need room to reverse the train and run it forward a short distance to check that all trucks are coupled, couplings are not fouled and all trucks are on the line.

Care must be taken that the truck nearest to the ramp is either clear of it or sitting right over it. The same care must be taken if an uncoupling ramp is under a truck further along the train. We do not want to start off with half a load.

It is essential that a smooth operation of the control unit is developed. A Jerky movement can foul the couplings. If this is not too bad, moving the train back and forth may free them. If not, the only other way I know is to undo them by hand. The whole train must be checked after the couplings are free to make sure no trucks have derailed. Smooth operation and speed control should virtually eliminate fouled couplings as we gain experience.

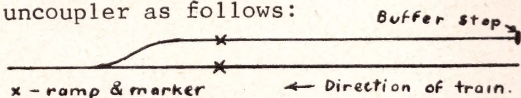
One problem can be met in fixing the uncoupling ramp to the track. Some pieces of Triang track are faulty in that the gaps between the rail and plastic sleepers varies in size. This can cause trouble if the track is already laid. If you are putting in sidings the ramp will usually go at the end of the first piece of straight

track closest to the points. Make sure that the ramp will fit in any section of track where you wish to uncouple.

It is essential that we be able to locate any ramp at a glance, so put in a marker that can be seen. On Triang I find golf tees ideal. Locate your marker at the centre of the ramp, allowing clearance for the train to pass. I cannot emphasise the importance of this too strongly. While we are messing around looking for the ramp we could stall the train, have a crash, or strike a variety of other catastrophies. Twenty cents for a handfull of tees or some other marker will smooth operations and save endless trouble.

The usual procedure in uncoupling Triang is to run the train over the ramp, stop, move forward. So that with our equipment in order this presents no problem. We can smarten this up however and at the same time give a masterly display of shunting. Before detailing how this is done, I will give a warning. Please heed it or you could be up for repairs. "Follow each move and practice it until you are adept at it".

We need a good engine and a couple of pieces of rolling stock. All couplings must be in good condition. Check to make sure they uncouple smoothly and that you have no jerky operation on the circuit control unit. Place a good uncoupling ramp in position. If you have a siding place the uncoupler as follows:



Now forget that the siding exists for a while. It should be mentioned that it is important that we be able to pick out the trucks to be uncoupled readily. Use a distinctive truck or mark it in some way so that it can be easily picked out. The Speeds given are for a new circuit control unit and engine R253,

which has had considerable use. Variation in equipment and condition of track could cause a variation in speed required so some experimenting may be needed.

Run the engine and trucks around the track (7 div.). As it approaches the ramp, slow down (4 div.). As soon as the couplings of the trucks to be uncoupled are level with the marker quickly and smoothly move the control into reverse-forward (3 div.). The uncoupled trucks should stop dead.

Practice this for a while. Now make sure the track is clear. This time push (reverse) the train around the track, not too fast (4 div.). Repeat above uncoupling move. The uncoupled trucks should keep going a short distance. (The faster the train goes the further the trucks go, so watch that speed).

Having done this until adept, measure the siding. Let us say it is 18". On the line (not the siding please!!) place a marker say 12" or so from the uncoupling ramp. Now try to stop the rear end of the truck level with the rear marker. Practice this at various distances until you can place the truck where you want it.

So long as your track is clear and no excessive speed used, you should have had no trouble. The idea is to get adept at the movements before trying it in a siding to avoid damaging the rolling stock on the buffers. Use the hydraulic bufferstops R 439 if possible, firmly fixed to the baseboard. The R 494 buffers are not very sturdy and could break.

Now a little practice. Uncouple train as before. Move engine and truck past the point and see if you can quickly put them in the reverse position (set for siding). Having got this off smoothly we will use the siding.

Run the train around, uncouple, move forward clear of points, open points for siding, push train into the siding. When couplers level with marker, controller forward. Remember to watch that speed. Now try stopping the truck at any given spot. Right.

Now try the whole exercise with a goods train. The whole of the movement should now be crisp and smooth giving quite a good impression of you as a smart operator.

Putting this into operation we would have a siding into which the trucks are

placed by the shunt. The shunt picks up any outward loading and the trucks are later distributed.

NOTE. While practising to decide which speeds to recommend I found considerable variation in speed required due to condition of track and the controller used. The speeds given are on a new section of track, using No. 3 controller, which was recently purchased. It will be found that the correct spot for the cut-off must be found and the cut-off movement done very crisply.

A M R A Birthday Convention

The 21st Birthday Convention will be held in Melbourne during Easter 1972.

Tentatively the Chevron Hotel St. Kilda Road has been booked as the Convention Centre i.e. for accommodation and the Convention Dinner.

The cost of attending the convention will be:

Members not requiring accommodation - full programme \$17.00.

Members requiring accommodation (3 nights) - full programme excluding transport to and from Melbourne \$40.00.

In brief, the programme is:

Friday	Clinics & Films	\$2.00.
Saturday	Visitations & Barbecued lunch	\$2.00.
	Convention Dinner	\$8.00.
Sunday	Steam train trip to Ballarat	\$5.00.

Monday Visitations No charge.

Accommodation - late reservations can be made up till the end of August, 1971. Include a deposit of \$4.00 for each member with your request.

All enquiries and deposits should be forwarded to either:

Mr. M.R. Baker, 256 Reynards St., COBURG, Vic. 3058. Mr. K.J. Wilcox, 12 Sullivan Street, BLACKTOWN, NSW, 2148

Late Starters - if you intend to be present, advise the organizers by the end of August 1971, include deposits of \$2.00 for programme only and \$4.00 for programme and accommodation for each member attending. Balance by the 31st January 1972, or installments may be made at any time, but payment must be completed by 31st January, 1972.

At this late date it may be possible to arrange a block booking on the "Southern Aurora" for NSW and other members travelling from Sydney, if requested by the end of August.

ORGANIZERS.

Some Elements of Scratch-Building

by SPRINGAROO.

At the end of the article about my CAT Line engines in the Nov./Dec. Journal No. 89, some notes on scratch-building and freelance designing were promised. Now here they are, for what they may be worth. I don't suppose they'll teach any experienced builder anything, but I hope they will encourage some would-be beginners to make a start. Let me assure them that they will find it rewarding. There's an indescribable sense of satisfaction about watching the product of your own brain and hands come alive and swing away down the track at the head of your line's crack "varnish" or "time-freight" - or even just posing on top of the piano for you to admire. (But don't keep that up too long or your wife will start worrying. Mine did till she caught the infection too).

First, about scale. Queensland, Western Australia and Tasmania, as well as most African countries, use the 3 ft. 6 in. gauge. Our usual 16.5mm gauge represents 3/16 in. to the foot - Sn3½ scale. This has drawbacks. You will have to scratch-build not only your engines, but all your rolling stock, apart from wheels, bogies and some small fittings that can be worked in. Some S scale American cars could perhaps be used by replacing the 7/8" gauge running gear with 16.5mm wheels.

As your trains will be longer and wider as well as bigger than even the over-scale (4mm) British models of 4 ft 8½ ins gauge prototypes, your stations and passing loops will have to be longer, clearances between rail and platform-edge will have to be increased and double tracks will have to be laid farther apart. Moreover, the most important advantage of any small gauge - more layout per square foot of space is reduced.

The Advantages? In addition to modelling what you want to have but cannot buy, you have considerably more space for fitting the motors and gears and you can even model most of the small-boilered "vintage" prototypes if you want to. Also, you can usually work in a more prototypical length of daylight under the boiler. Lastly, of course, the building itself isn't quite such a "watchmaker's job".

Whatever your scale and whether you are modelling a prototype or free-lancing, your first task is to draw the job out full size on paper. As everything you are going to do depends on this, we shall have to use all this article on it.

Begin by settling diameter of coupled wheels. A fairly good range of sizes is commercially available, from 15mm to 27mm. (I'm assuming from now on that we're working in 16.5mm gauge). In 3½mm scale this means from 4 ft 3 in to just on 8 ft; in 4mm scale from 3 ft 9 in to 6 ft 9 in and in S scale from 3 ft 2 in to 5 ft 8 in. (Note; there is just one small class of 3 ft 6 in gauge engines on earth with bigger wheels than that - South Africa's class 16E Pacific with 6 ft ones, the SAR's last Pacific and one of its most successful ones).

The necessarily oversize flanges, even on "scale" wheels, make them look bigger. Thus, the 18mm wheel (just over 11/16 in) works out in Sn3½ at only about 3 ft 6 in, but will quite adequately do for 4 ft, a standard 3 ft 6 in gauge size for shunting goods and mixed traffic and general use on hilly branch lines. Wheels of more than 5 ft 3 in diameter (for which 24mm size can be used) are rare on this gauge.

The freelance designer must choose within the range of wheel sizes that suit the class of traffic his engine is supposed to handle.

Now draw a horizontal line across your paper to represent rail-level and another one half your wheel-diameter above it. This shows the centre line of the coupled axles and also, if you are fitting horizontal cylinders, the centre line of their bores. The bores of sloping cylinders, as used on many older prototypes with valves and valve gear between the frames, and a few new designs with valves on top and outside valve gear, must be aligned with the main driving axle. In real practice, because the wheels are sprung, the designer must strike an average axle-level under working conditions. The level varies significantly in tank engines as their coal and water are used up.

Now for axle spacing - ie. wheel-base. In this, follow the prototype or, in freelancing, the basic rules of design, as closely as possible. In modern designs to run on the average layout with minimum curvature of 2 ft radius or thereabouts, only the first and last pair of wheels in six or eight coupled types can usually be flanged. There are, of course, prototype precedents, including the South African class 8x 2-8-0, whose intermediate pairs are both flangeless, but in recent years it has been found that the practice is less needful than had been thought, moreover, adhesion is helped by flanges, including the rounded fillet between flange and tread (which also helps to guide the wheels through facing points by keeping the flanges themselves clear of blades and those critical points of the frogs). Modern designers use thinned flanges on one pair of wheels and/or provide side-play, usually on the leading pair. We might achieve this last dodge by setting the frames in a bit there and setting OUT the coupling rods with spacer

washers on all crank pins except those on the wheels with the side-play (here's a chance for experimenters).

Flangeless intermediate wheels do at least let us modellers of modern multi-coupled types adopt more prototypically close axle-spacing than the out-of-scale flanges of model wheels would otherwise compel.

The other governing factors here are track standards, wheel arrangement and type of firebox used. Heavy main line rails can take high axle-loads. Light branch lines must be lightly loaded, so the designer may have to spread the engine's weight over more wheels - as in Western Australia's handsome W class 4-8-2, whose maximum axle load of 10 tons per axle enables her to run on 45lb rail. The same railway's considerably heavier V class (134½ tons as against 103) is a 2-8-2 and is officially stated to be "the most powerful non-articulated steam locomotive on any Government 3ft 6 in gauge service in Australia". Tractive effort at 85% boiler pressure is 33,630 lb. Here, my ingrained loyalty to my old love demands some mention of class 25 South African Railways, 4-8-4 tractive effort 43,200 lb - at only 75% boiler pressure. Class 15E 4-8-2, built 1936, is only a little less powerful: T.E. 42,340 lb. The West Australian V class dates from 1951.

It is only fair to add that South Africa's much earlier economic development enabled the S.A.R. to adopt heavy rail standards long before we could in W.A.

Where was I? Wheel arrangement and firebox type. These are inter-related. If there be no trailing truck, the firebox will be of the old, deep, long, narrow, simple and very efficient type fitting inside the main frames between the last two coupled axles. (Obviously you can't have an axle going through

it). This explains why engines with three or more pairs of coupled wheels usually have a longer gap between the last two, unless the wheels are big enough, as in some express engines, to give a long enough space between axles anyway.

So, freelancers, don't forget this when designing engines with no trailing trucks.

Exception: on engines with small coupled wheels a shorter but wider firebox may be carried above them, with its ashpan tapered between frames to clear the axles (and perhaps also split fore-and-aft), Atlantic, Pacific, Mikado, Mountain and other types with two-wheel or four-wheel trailing trucks have big wide fireboxes built well out and down behind the coupled wheels, clear of the small trailing wheels and with ashpans designed to clear them. This last can involve some quite elaborate dodges, including splitting across (as well as fore-and aft), thus straddling the trailing truck. The freelance model designer can avoid all this by following a common prototype practice of supporting the firebox (and cab) on widened main frames extending down to just clear of the trailing truck. One can thus pretend that the ashpan is hidden.

I have gone into some detail here because the points made are vital for realism.

Next comes type and position of cylinders. The two standard types have already been mentioned. Position depends on your choice of leading (guiding) wheels: four-wheel bogie or two-wheel pony truck. With a pony truck, cylinders are just ahead of the leading pair of coupled wheels; with a bogie, they go between front and rear bogie wheels. The pony truck wheels, or the front pair on the bogie, must clear the front cylinder heads on the layout's sharpest curve. They must

also clear the cowcatcher if one is fitted.

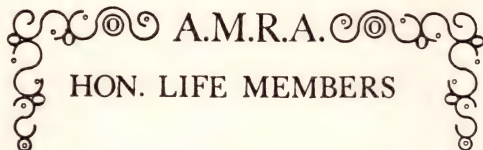
Probably every model engine builder has been plagued by wheels fouling cylinders. The trouble is not unknown to full-size designers. Espitalier and Day, in their authoritative work "The Locomotive in South Africa" write as follows about a modification that had to be made in the otherwise outstandingly successful class 19 4-8-2. "The 19B is almost identical with class 19 except that the leading bogie wheelbase is 6 ft 4 in as against 6 ft 2 in. The slight increase prevented the leading bogie wheels fouling the cylinder cover casings on sharp curves."

Would that so small a modification, in proportion 1/32 in could suffice to cure our plague!

Track level inequalities also dictate an over-scale clearance between tops of wheel flanges and main frames.

But beware of over-cautious provision for clearances, especially for cylinders and cowcatcher, or the whole front end will stick out unrealistically far ahead of the smokebox front. It may be worth while to lay a foot or two of track, curved to your minimum radius on a spare bit of non-warping board. Then put first and last pairs of coupled wheels temporarily on "mock-up" frames made of scrap metal, solder on cross-pieces to represent cylinders and cowcatcher and you can check not only your clearances, but the best distances between trucks and their pivoting points, (Note; like some toymakers and probably many fellow-amateurs, I pivot my four-wheel bogies the same way as pony trucks, except that I pivot at both ends of the arm. The bogie will then adapt itself to any curve). Make all bogies and trucks as heavy as you can; it helps to prevent derailments.

The next question is settling where to put the motor.

NOTICE.

Tim Dunlop.
Margaret Dunlop.
Alan Wilson.
Rick Richardson.
Arthur Harrold.
Jack Treseder.
Cedric Rolfe.

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WARRIMOO MODEL RAILWAY CLUB

The club is situated on private land in Warrimoo Village on the Western Highway, Lower Blue Mountains, N.S.W.

In October 1969, a Nissen hut ex-army and ex migrant centre at Villawood, was purchased per medium of the Housing Commission. It was one of those cursed hot blazing days, when the devoted few demolished it and hauled it by truck to the new site.

Those who have experienced the demolition of an old building with its 30 years of dust, smells, mysteries and associated wogs, will appreciate the relief those few felt when the last of this horror was thrown off in the blessed cool of that moonlight night. Were their thoughts of little trains, cab control and all that mystique? like heck it was, only one thought was uppermost - to drive home in the old "bomb", a cold shower, a cold drink and the sleep of the just - Model Railways??

Time is healing, permission from the local Council was given, without the hideous haggling other clubs have no doubt experienced, (on this topic more later).

by P. ROGERS.

Surveyed the block, pegged out and got the levels, cleared the scrub and sorted out the hut pieces. Who remembers how it came apart?. Needed 3 feet of brickwork at the lowest level, who could lay bricks? Fortunately an affluent devotee bought the bricks and cement as his goodwill offering. It also allowed him to express his bent to lay bricks which was very neatly done. After all, why should it be the prerogative of tradesmen and the late Sir Winston Churchill?

Filling, found old bricks, dirt and sand and waited for it to settle. Some rain helped. Concreting, a little bit at a time to gain experience. One day a contractor had over-estimated a load of premixed, could we use it? Yes, but it required a quick dash down in the "bomb" to drag the author from the pointwork on his old third rail, (reliable too.) All the concrete was carried down by bucket, then screeding like mad and leveling off before setting time, not even time to roll a fag. These were the author's finest hours.

The weeks passed and the concreting was finished. Now the ribs, "Who designed these things?" "Some crank during the war, put up thousands of them they did." "This must have been their first then, nothing fits." "It's the tin roof that holds it together." The wooden ends were a right so and so and had to be practically rebuilt. Finally the roof and a coat of paint. "She's taking shape now." Windows were installed and the inside painted. A rough sketch of the proposed outline of tracks and control panels was made. All members now came to the aid of the party with nails, tools, timbers and their various skills.

These Nissen huts had few windows, an electrician was called in, fluorescent lights were installed, now we could work at night too. It was realized that a load of Peco universal was needed. Some \$400 worth was purchased with the assistance of another affluent member who hasn't had a chance for years to see his locos on a long run. All agreed to pay the cost back out of club funds.

Superseded P.M.G. electrical gear was found at disposal stores. Incidentally disposal stores are a veritable treasure house for all railway modellers, particularly if bought as is in bulk. Old bus seats and frames were donated by a bus proprietor, these have been comfortable for the controllers.

Perhaps the greatest problem confronting any club is having radio or electrical mechanics who "savvy" circuits, relays, voltages, ohms, amps, fuses, wiring and just where it all intergrates. By a heaven sent chance the club has one, plus another member who has a working knowledge of "Tranyns" and what controls where. Others with years of experience building their own layouts soon had track-laying on the move, underlays and perfection were discarded for the moment - "Let's get

this show on the road" was the motto.

Platforms were made, a street was laid out with scale cars, trucks, buses etc. Some slyly purloined from the children's sandpit and the jumble drawer by the battered looks of them, while some of the older models would make any collector's eye gleam with desire.

Now the town and housing - a motley collection this, of cardboard, balsa, plastic and diecast. Some were impeccable, while others had an ingrained coat of dust due no doubt to long storage on top of the wardrobe or in the tea chest down in the garage. Malthoid made a find bitumen "main drag", a public park was dedicated and grassed. Those garishly coloured trees (proprietary lines) were planted (glued) and an old Stirling Loco (Kitmaster) was mounted in the park as a nostalgic reminiscence to the "oldies", a source of joy to the "brats" and a temptation to the "scrappies". From another unknown source an electric jug, the biscuit tin and cups which "mumma" didn't miss.

Quite suddenly main tracks were almost complete. A halt was called for a general meeting.

The thought of vandals worried us all. With due regard to the law which frowns on such violent traps as triggered shotguns and electric shocks, these things were ruled out, but suffice to say that intruders and would be thieves will be apprehended in short order and well printed warning notices were posted on windows. (All very legal).

Finally all main lines were powered. As a test, our roughest locos and rolling stock made the initial trips in case of accidents. As expected, dead spots were encountered and some points gave trouble, while the super elevation was a little too super. Two or three curves had a deleterious ef-

fect and had to be re-aligned, but all in all running exceeded all expectations.

With such a long run a heavy feeder was taken along the complete circuit, with leads off at regular intervals to control voltage losses.

The next few weeks were spent laying more track for refuges and marshalling yards, dead ends etc. The procedure was to work about 3 hours and then run trains to get the feel of the control panels. This happy state of affairs showed up all the weak spots and the weaknesses and strengths of various locos. With an heterogeneous collection of rolling stock and locos amazing combinations of trains and loads were tested.

In short order, what evolved was that Continental proprietary lines leave the rest for dead - due no doubt to the trains of gears of such locos and perfectional rolling qualities of stock and coaches. British and American loco stock varied, but the greatest disappointment was the highly priced fine scale brass N.S.W.R. type locos. The hauling and running quality of these recent imports were quite bluntly disappointing.

This honeymoon came to an end when timetables were made out and serious running commenced. Also perfection is never achieved in any model layout. The usual bugs crept into timetable running, doubtless all due to little "gremlins" in blue caps and overalls who had been rudely awakened by violent shunting, jack rabbit starts, derailments, hot motors and that most vicious bugbear of all, static or magnetic lock. Some day the manufacturers are going to give us seven pole or even skewed motors (a pleasant thought).

The layout has that bare ribby look and scenery to offset this will take infinitely longer than track-laying.

A member with artistic talents surprised us all by presenting his latest creations. Tunnel entrances, continental and British types, viaducts and abutments N.S.W.R. type in plaster. The viaducts and abutments are a symphony and can be produced en-masse. All agreed that they are far ahead and more robust than proprietary lines.

This gifted person also showed members how to give wooden platforms that gravel look by clever use of glue and fine sand. The effect was more realistic than sandpaper which retains that glittery too uniform look. Another, with infinite patience built a typical rural station, grained weatherboards, splintery old sleepers, platform coaming, the weeping gal-iron water tank and that feature of all stations, the gents and ladies with it's (always) domed curved roof. Yet it does not have that just too perfectionist look of those monotonously similar layouts which are a too familiar feature of English rail-model magazines.

This brings us up to date so far and further details of the club are as follows:

400 feet of main line, 400 feet of sidings, refuges, yards, turntables, track, etc.

There are five mainline driving positions, plus goods yard controls, engine change control and depart and leave station control.

Steepest grade is 1 in 40, rest of the track varies from level to 1 in 60.

Four mainline tracks, track sectionalized, all points and track Peco Universal. Points are hand operated, this is to simplify the layout and mainly to give members some exercise. It is also felt that point motors are not always satisfactory at least none of the proprietary lines.

The passenger terminal consists of four tracks with seven storage roads. The goods yard consists of eight main tracks with seven storage yards from 2 to 15 feet long. Loco terminal and shunting yards, three loco depots and twelve platforms.

Terminating platforms, goods yard and engine change are controlled by separate operators.

The five mainline control panels are all illuminated and interconnected to show train occupied sections.

Safe working books supplied to all and timetables drawn up (subject to change), as needs arrive.

There are ten members to-date, the club would welcome more to assist in running of layouts. Fees are \$7.60 per annum. With exception club activities for adults only. Juniors will be considered subject to members approval and a probationary period. Club is not snobbish, but feels many parents and juniors only make a convenience of clubs. This is a contentious issue and lengthy diatribes have already been written on this subject. (Club will not enter into

correspondence about such).

Meetings are informal and all agree to certain rules of conduct and must be prepared to accept office and responsibility. No clashes of personality or prejudice must intrude upon the common goal, namely playing trains.

Visitors are welcome, by invitation or accompanied by a member, but must not interfere with layout or trains unless requested. However, locals after two visits are expected to show a greater interest by joining the club.

Stock includes practically all well known makes including scratch built and brass. Couplings of stock are a problem Australia wide I expect, but a little fiddling and conversions have overcome this to some extent. This concludes the first article on the club.

For information and enquiries contact Secretary/Treasurer, John Holtham, Cross Street, Warrimoo, 2775, N.S.W., or author and publicity member, Peter Rogers, 202A Western Highway, Blaxland, 2774, N.S.W.

News From Other Clubs

PROSPECT MODEL RAILWAY CLUB.

The Exhibition conducted by the Prospect Model Railway Club over the Queen's Birthday weekend exceeded the hopes of all concerned. All three days were well attended and the overall comments were more than favourable.

The exhibition was officially opened by Rup. Ackland, Federal President of AMRA who wished the club every success.

Plans are now under way for a much larger Exhibition to be held in Blacktown Civic Centre next year, several exhibitors having booked space already.

It is anticipated that work will commence on our club rooms in the very near future, and on completion the club layout will be available for operation on club nights.

Mike Guest.

WANTED

PFM or Tenshodo Santa Fe brass locos, Hudson or Northern type. Will consider swapping.

Gert Leitzke, P.O. Langwarrin.
Phone STD 0595 82744.

Let's get down to essentials

Much has been written about the value of the study of real railways as the first step toward designing simple but workable model station layouts, but a record of my model railway on which this has actually been done might be of interest. I should state that I am a railway historian and enthusiast first and am only a modeller (the word is used rather loosely) when there are no real railway activities within reach. This may explain some of the more unusual features of my line including the absence of scenery. I have been fortunate enough to travel on railways in U.S.A., Canada, the U.K. and Eire, as well as all Australian States and have seen railways in several other places. I have notes of many simple stations, their simplicity judged mainly on the frugal use of points. As far as the layouts themselves go, it is almost impossible to lay down a list of do's and don'ts. I am convinced that real railways can do anything. Even the idea of making every pair of points do a job does not apply on the prototype, because often the present station is a reduction of something larger in days gone by and although points cost real money, it is cheaper to leave them there when their original use has finished.

Although the operating methods vary remarkably it is clear that the functions of all these stations fall into distinct patterns. At a very simple station, a platform will be required for passengers and a siding or shed

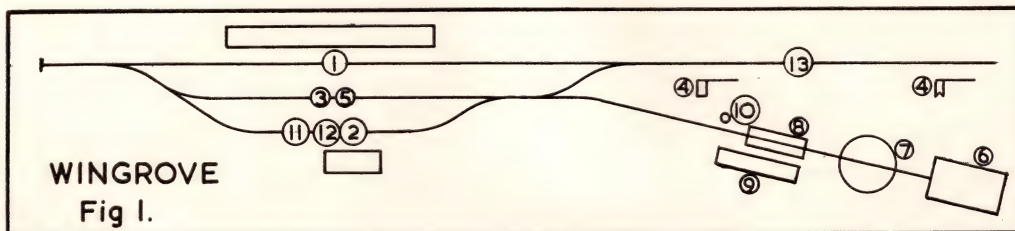
by J. McLEAN.

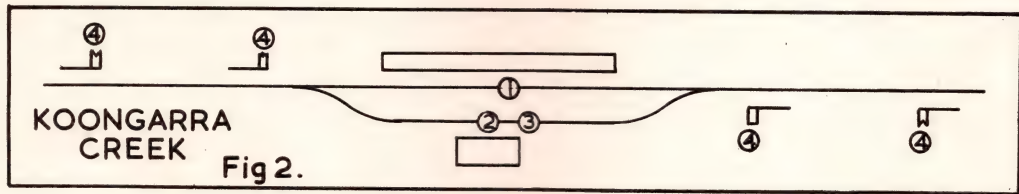
for goods. If trains must cross there a loop is required in which to stand a train clear of the main line. An overtaking station on a double line will need a siding and probably a cross-over between the two main lines. In any case there will be the need for some form of signalling, firstly to protect trains in the station or on their way to the next and secondly to ensure that main line points are correctly set.

At a terminal station all the foregoing will be needed, but as well the engine will need to run around its train and there could be a shed, turntable, ashpit, coal stage and water crane. Empty carriages and trucks must be stored and trains must be marshalled.

About the minimum trackwork, which will enable all this to be done conveniently is shown in Fig. 1. in which it will be seen that only five pairs of points are used. This was the layout at Wingrove in July 1954 when the Wingrove Harbour Board's Railway came into operation in the attic.

Of even simpler design was Koongarra Creek, the intermediate crossing station on the branch we operated. For quite a time the only facilities there were the passenger platform, the goods crossing loop with goods shed and the home and distant signals in each direction. This is shown in Fig. 2.





At Koongarra Creek, trains often had to meet while the goods siding was occupied by goods trucks. At such times one of the trains (usually the less important one) backed up and drew into the loop. After the opposing train had left, the train in the loop backed up once more and departed through the platform. The third "station" on the line was for quite a long time not really a station at all, but only a straight stretch of track beyond Koongarra Creek, which trains could use to get out of the picture and from which they could return into the timetable when required. It was called Golborne Junction and eventually became a balloon loop. It represented the fictitious connection with the Great Eastern Railway, where our trains connected with theirs and occasionally ran over their tracks to somewhere or other. In practice, the trains ran out as far as they could and when the signalman at Koongarra Creek had a moment to spare, he reversed the engines and brake vans BY HAND!! I never did think this little bit of sacrilege was any worse than say uncoupling with no shunter present, although no doubt I was biased.

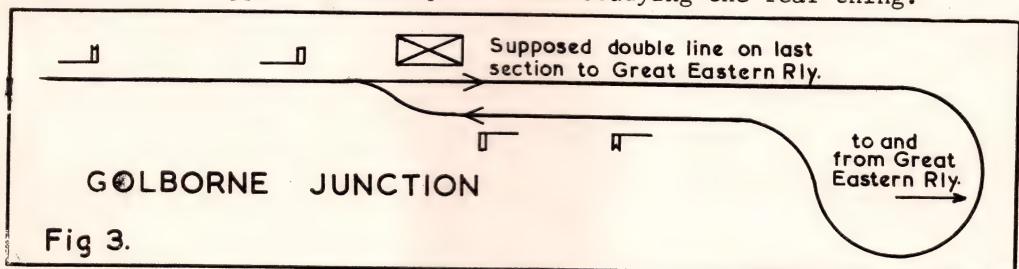
Later on, the finances of the Board, enabled a balloon loop to be built, and this allowed us to suppose that the pair

of points was the end of a stretch of double track from the junction with the Great Eastern. The signalman here had a relatively quiet time as he had no passenger station or goods siding, but he built up his average when he had three trains out on the balloon loop, waiting for their time to return into the timetable. He quite often doubled as train despatcher.

At this time in the history of W.H.B.R., it was quite a representative branch line with a fully equipped though small terminal station, an intermediate crossing station, a signal box at the end of double track and on the timetable, there was a fourth (fictitious) station, namely the Great Eastern Company's Junction.

There was a typewritten working timetable which covered the running of our three engines, six carriages and fifteen goods trucks. We ran quite complicated sessions, which were recorded on a train graph by a train controller and were the subject of supertime post-mortems.

Yet at this time, the relatively small cost of the line can be judged on the fact that we only had eight pairs of points and it shows the value of studying the real thing.



Besides station layouts, there are dozens of other features which are worth studying and copying and if you think this article was of interest may be the editor can find space for some more similar descriptions in future issues.

WINGROVE AND KOONGARRA CREEK.

The encircled numbers on the diagrams indicate the following:

1. Passenger platform on the main line.
2. Goods shed and siding.
3. Crossing loop in which a train can clear the main line for another train arriving. At Koongarra Creek this is also the goods loop siding.
4. Signals protecting trains standing in the station, as well as trains on their way to the next station, and

- also assure the driver that main line points are correctly set. On the model this is just colour.
5. The engine running round its train.
6. used the crossing loop.
6. Engine shed.
7. Turntable.
8. Ashpit.
9. Coal stage.
10. Water crane.
11. & 12. Passenger cars and goods trucks not in immediate use, are stood in the goods loop siding.
13. Carriages and trucks can be marshalled into the desired order by taking them out into the main line and shunting them into the platform road, crossing loop and goods siding.

The Wingrove Line celebrates its 17th Anniversary on 3rd July, 1971.

45 Years of Names.

On May 3rd, 1926 - 45 years ago Victoria's first officially named train, the "Geelong Flier" began running. A few months later, the train to Adelaide was named "The Overland".

Geelong Flier left Flinders Street at 9 a.m. and returned from Geelong at 4 p.m.; the 46 mile journey took 70 minutes each way.

The following year, the Geelong Flier, starting now from Spencer Street, was extended to Port Fairy. For this reason Geelong was dropped from the title and the train has been known as "The Flier" since 1927.

Before 1926, Victorian main-line trains had no public identification, other than destinations and departure times.

However, by custom, two important trains with interstate passengers had become generally known as the "Sydney Express" and the "Adelaide Express".

"The Overland", also celebrating its 45th year as a named train, has had many changes since the first Adelaide express ran in 1887.

To-day, "The Overland" is completely air-conditioned with sleeping carriages modern seating carriages with reclining seats, as well as a club car and a cafeteria car. It is one of Australia's famous trains.

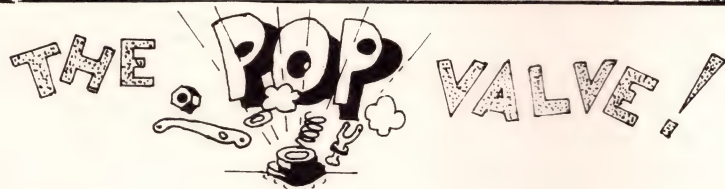
V.R. NEWSLETTER, MAY 1971.

MEMBERS

Just a reminder that subscription renewals are due on 1st September, 1971. Your renewal notice will be on its way to you soon, a prompt return (before 31st October) will give your Branch a rebate for each senior member.

WORLD FIRST

The Victorian Railways built the first all-welded goods wagon in the world, in 1933.



FOR READER'S LETTERS

The Editor,
AMRA Journal.

Dear Sir,

Well, just how does one begin to answer Mr. Payk's criticism of the NSW Branch scale layout?

Perhaps I should first point out that this layout was built primarily as an exhibition layout and one of the strict rules we apply at exhibition is that only Australian prototype rolling stock be run on it.. (This rule does not apply at Branch meetings, of course). Now Australian prototype rolling stock is invariably scratch built or kit assembled and is consequently always to scale standards, which means that scale trackwork is a must.

This layout was designed to present a pleasing spectacle to the viewing public. The trackwork was planned and laid very carefully in order that trains could move in a smooth, realistic manner, without sudden changes of direction or producing "dogleg" shapes so common on proprietary layouts. We hoped, in fact that by providing a contrast with the proprietary layouts, we could educate the public a little and encourage scale model railways as a popular hobby. However, it seems that we still have some members who are proving difficult to educate, so our efforts might have been in vain.

Mr. Payk has made the basic assumption that we could have used Universal trackwork, well let me inform Mr. Payk that Universal points with open frogs are an engineering impossibility. To obtain smooth running, wheels and track must match each other. Have you ever

tried to screw a $\frac{1}{2}$ " nut on a 1" bolt? Those who can remember the old Hornby "0" gauge toy train sets (Hornby produced some fine "0" gauge models too), will know what closed frog points are, and their use on anything claiming to be a model railway is unthinkable. And another thing; you can't always believe the claims of manufacturers, or what was printed on the box those points came in.

I have so far only discussed Mr. Payk's comments as they effect the Branch layout in particular, but there are other deeper considerations also. I wonder how many club organizers have really put thought into what is it that makes a modelling group successful and used their power of observation to build up a pool of experience and ideas on which to base sound opinions.

Well, I have tried to do this and one of the conclusions I have reached is that modellers can be divided into two basic groups. These are the dabblers and the lifetime modellers.

The dabblers are the ones who might be interested in model trains this year; next year it could be collecting stamps, the year after growing roses and so on. He never stays with anything long enough to learn a substantial amount about it or to contribute anything to it.

On the other hand the lifetime modeller looks upon his hobby as a permanent part of his life. He forms the backbone of successful modelling groups and gains a sense of satisfaction and achievement from his carefully built models.

Now there are exceptions of course, but in general the dabbler follows a proprietary brand, while the lifetime interest fellow is the scale modeller. It follows then that if a Club or Association caters for proprietary modellers at the expense of scale modellers, its membership will be changing all the time. This is due not only to the fact that the dabbler doesn't last, but also to the fact that the scale modeller is driven away.

If a modeller puts a train of scratch built vehicles on the track and then along comes someone with a train of un-modified plastic Triang, (worse yet, an unappreciative youngster with a train of un-modified plastic Triang), the feelings of the modeller are a bit hard to describe and remember we are going to lose the dabbler anyway and we can't afford to lose modellers. There is no question that the scale modeller will drift away when faced with having to mix his models with toys. I have seen this happen far too often to be in any doubt about it.

You must adopt some kind of a standard in Railway Modelling and if the coarse scalers amongst us can't be persuaded to change, they are just going to have to accept the fact that their modelling is, let's face it, less than first class and they have no right to demand that others compromise their standards in order to accommodate them.

Perhaps I could remind our Sydney members that the NSW Branch has arranged a number of lectures and modelling activity meetings, (consult your roster). By the time this appears in Journal we will have completed our first project, a NSW shunters truck in brass, and be well on the way with the second, a four wheel water jinty, again in brass. It is hoped that by gaining expertise with a soldering iron, we will be able to tackle a locomotive in the not too far distant future.

So all you coarse scalers, don't sit back and wail "but I can't possibly make things", come along to the meetings and have a go.

J. PARKER.

The Editor,
AMRA Journal.

Dear Sir,

I am having some difficulty locating a certain type of switch. I think that perhaps it doesn't exist because I'm having no luck at all. Basically the switch must join up to 100 circuits in "off" & "on" positions. I know that switches with large numbers of contacts are not generally used so I ask two questions.

1. Is there a switch which meets the above requirements?
2. Is there another way of arranging large numbers of circuits to be switched "On" & "Off" than by a simple switch, for example can relays be arranged to do the job?

The nearest I have to a solution at the moment is the wafer switch ("Oak" brand) in which wafers can be stacked to any degree, but since they are not commonly stacked to large degrees, I wonder if some other method exists.

I wonder if you or any of your readers can offer any advice. I would be most grateful if they could.

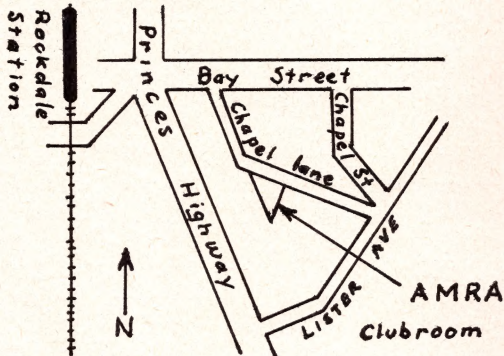
STEWART SLOGGETT.

A.M.R.A. MERITORIOUS AWARDS

Ivo Bunker.
Bob Gorrell.
Allan Dowel.
Stephen Suggit.
Rex Little.
Norm Read.
Jack Treseder.

Branch Reports

NEW SOUTH WALES



The visit to Sydney Live Steam Society, Darval Park, Ryde, proved to be a fine day for riding around on 5" & 3½" gauge Locomotives. It was well attended by AMRA members, and it was good to meet up with old familiar faces.

Friday 25th June, saw Allan Brown doing a scenery demonstration. About forty people turned up to see him at work, congratulations Allan, a very good job. You people that did not attend, bad luck, you don't know what you missed. Perhaps Allan will give his services again soon.

To put members in the picture here is what has been happening at the Clubroom at Rockdale. The layout around the wall is nearing completion, some good point work and tracklaying being done by Jack Parker, and Norm Read has been responsible for the relay connections. These two members have done tremendous work along the lines, both in the past and present, a pity there are not a few more like them.

The Exhibition Layout is undergoing a face lift in the scenery department. This work is being carried out by Allan Brown, Graham Ball, Jack Parker and Jack Fotheringham.

I would like to point out at this juncture that the Modelling Clinic

conducted by Bob Gallagher has proved very popular, some 20 to 25 individual models are under construction at the moment.

August

Sat. 7th. Scenery Demonstration.

(Please note the change)

Fri. 13th. Modelling & layout operation.

Sat. 21st. Working Bee.

Fri. 27th. Slide Competition - limit of 3 slides per member.

September

Sat. 4th. W/B - Exhibition equipment.

Fri. 10th. Modelling & layout operation.

Sat. 18th. W/B - Exhibition equipment.

Fri. 24th. W/B - Exhibition equipment.

Les Fordham.

QUEENSLAND

The May meeting was held at the home of our secretary Arthur Robinson, at Northgate. Arthur showed slides taken on his recent trip to Newcastle. They were mainly of steam hauled trains including double headed Garratts.

Stephen Suggit brought along his 'S' gauge model of a Victorian railways 'Z' van. The discussion centered around modelling of Australian prototype.

The June meeting was held at Stephen Suggit's flat. Visitor Dave Jenkins entertained us by showing slides of British trains (again mainly steam) and of some of the layouts he has built. These layouts were all British prototype and were patterned on the Southern and Western regions of British Railways. At this meeting we were pleased to welcome member Ian Walker of Beaudesert. Ian drove up especially for the meeting and brought his model of a Q.G.R. P.B. 15 with him.

Branch meetings are held on the second Thursday of the month at 8 p.m. Contact me on 24 2473 during working hours for details. Later in the year

we should have our own clubrooms and we will meet there and put our layout and workbench into working order.

The Brisbane Model Railway Week will be held in the Brisbane City Hall from the 22nd to the 27th

ARTHUR ROBINSON.

VICTORIA.

Meetings are held at All Saints Church Hall, Glenferrie Road, Kooyong. (opposite Scotch College) Commencing at 8.0 pm. on the second Thursday, of each month, except January. (Hon. Secretary) Ern. Raddatz, G.P.O. Box 741F, Melbourne. 3001.



A Special General Meeting was held at 92 Wills St. Glen Iris at 8.45 pm. Thursday 17th June 1971.

The Chinese have a proverb that says "A journey of a thousand miles begins with but a single step".

This first step was taken on Thurs. 17th June when the members present - a few more than the required one third of the Branch membership - voted unanimously to pass the motion proposed by L. Solomon, seconded R. Whitehorn that "The Committee of Management be instructed to obtain the services of an appropriately qualified and experienced solicitor to advise the Branch on all aspects of the purchase and subsequent use of the building and that the C.O.M. proceed with the purchase on the basis of the Contract of Sale outlined by the Treasurer".

It is hoped that meetings will be held in our new clubrooms within two or three months but until notification is made to this effect please continue to come to "All Saint's Church Hall" Glenferrie Rd., Kooyong. But until

we can begin using our own hall memorise the address - ex R.S.L. Hall, 92 Wills Street, Glen Iris.

Meetings of the Victorian Branch are held on the second Thursday of each Month, at "All Saint's" Church Hall Glenferrie Road, Kooyong, (opposite Scotch College) commencing at 8.00 p.m. except in January.

A number 69 tram (St. Kilda Beach to Kew-Cotham Rd.) passes the door, while there is a ten minute walk north along Glenferrie Rd. from the Toorak Road terminus of the NO. 8 (City to Toorak) tram. A five minute walk north along Glenferrie Road from the Kooyong Railway station will get you to our meeting place and ten minutes south down Glenferrie Road from the Riversdale Road line of the Nos. 70 (Wattle Park to City-Batman Ave.) and 74 (Burwood to City-Spencer St.) trams will also get you to "All Saints".

Meetings for the coming few months include:

12th August: The well known modeller Frank Kelly will give a talk on the art of modelling the Victorian Railways and will judge the competition which will be for a diorama of 144 square inches, any shape, any scale of a typical Australian railway scene.

9th September: Running night both layouts, "N" & "HO", bring along your favourite locomotives and rolling stock and give them a run. Also remember to bring along a model for display.

14th October: Why didn't your entry win the August competition? Come along to the Branch Meeting and find out why!!! Mr. Ken Nelson will give a talk on the art of making scenery. He will also judge the competition for any Australian wagon, van or coach from drawings and or construction articles that have appeared in Journal over the years.

11th November: Hints, Tips and Queries!! Want to find out something

about railways? Have some knowledge to impart? Know a good tip, kink or even story? This, then is your night. Your support and voice will be needed. Be at the meeting. A good tip to begin with.....bring along a model for display.

9th December: If you have recovered from the barbeque, you will be ready for the Xmas Ding. Bring along a plate with something on it, a model for display and another for the competition plus the family and watch a forty minute film on the "Western Endeavour". The competition is for the kit builders this month. Build any past or present Australian made kit of any Australian Railway vehicle, superdetail it to taste and enter the competition. No kit bashing or conversion, no scratch building. Just kit building and superdetailing. We expect every branch member to enter this one.

Social events for the coming few months include:

21st August or 18th September. (Actual date not finalised): Fancy Dress Party. \$5.00 a double and B.Y.O. and the fancy dress is optional, but be in the spirit of things and wear it.

12th September: A mystery trip by car, bring along your family, food and your car to the Chadstone Shopping Centre by 9.30 a.m. and find out where to go from there. If it is like the one we had last year it will be a terrific day for the entire family, so be in it.

23rd October: To Wonthaggi by train, DERM railmotor as usual. Nine-count-'em-photo stops. Lunch in comfort, which you provide, at the lineside in Nyora. We leave Spencer Street station at 9.40 a.m., stop at Flinders Street at 9.45 a.m., Caulfield at 10.02 a.m., and at Dandenong at 10.26 a.m. Get back to Spencer Street at 6.00 p.m. after a great day. Our Social Organiser has excelled himself this time so if you are not on the train you will have missed a great day.

Remember you can pay the fares on easy, interest free terms and are \$3.50 per. adult and \$1.75 each child.

20th November: Steaks, snags, chops and someone to cook them..you perhaps? The Grand Cookout and Barbeque is scheduled to be held this day. Bring the family, goodies and bicarb and have a wonderful day.

18th December: This time it is the Children's Christmas Party with the old gentleman in the red coat dishing out the presents. Bring along the kiddies and fill them with cakes and ice-cream and it will cost you only \$1.00 per child.

"THE SUCCESS OF YOUR BRANCH DEPENDS UPON YOU DOING YOUR PART TO MAKE YOUR BRANCH A SUCCESS".

The sentiments expressed by Mrs. June Lamour in the May/June 1971 Pop Valve regarding the NSW branch members apply equally as much to the Victorian members. The C.O.M. provides the agenda items for the meetings and nominates the competitions in an attempt to arouse some interest in modelling amongst the members while our Social Organizer knocks himself out trying to provide some form of social entertainment to attract the members' interest. Yet the majority of the branch members are content to rest on their backsides and do nothing except possibly complain about the branch. Less than half the membership turns up at the branch meetings (and always the same half), if we have three entries in the model building competitions it's a big night. Surely we have more than three modellers in the branch!! How often do we get models for display? When was the last time you brought one? Remember the branch is like a bank, you only get out what you put in.

On the social side it is always the same people who turn up at the various events. It is the same eighty people who go on the train trips, only 57 turned up at the May social. When we

wanted to run the car trip earlier in the year we had only five, that's right five entries. Why not try to do better in September!

Remember, the success of your branch depends upon the part you are doing to

make the branch a success, if you are content to sit back and do nothing except possibly moan the branch will not be a success. To paraphrase President Kennedy, ask not what the branch can do for you, but what you can do for the branch.

For the information of all members, the various sub-branch meetings and contact phone numbers are listed below:

ARMADALE 1st Friday, 646 Malvern Road, Derek Racine, 51 5464 (home).
 BENTLEIGH 3rd Friday, various locations, Stuart Westerman, 93 8655 (home).
 EASTERN SUBURBS 1st & 3rd Friday, running nights, Ted Tudor, 723 1681 (home).
 EASTERN SUBURBS 4th Friday, various locations, Jack Treseder, 874 3953 (home).
 IVANHOE 4th Wednesday, various locations, Fyfe Thorpe, 49 4525 (home).
 PASCOE VALE Last Friday, various locations, Mal Baker, 36 8829 (home).
 ROSANNA Last Friday, various locations, Eric Doherty, 45 7123 (home).
 SANDRINGHAM Wednesday, various locations, John Yourn, 98 2931 (home).
 ST. KILDA 4th Friday, various locations, Ian Wright.
 SCRATCH BUILDERS 4th Wed. odd months, various locations, H. Armstrong 277 3774.
 "N" GAUGE Every Tuesday, 18 Lightfoot St. Mont Albert. Before attending, Phone Bill Bates 88 3162 (home).

Visitors are always welcome, but a phone call would be appreciated. More sub-branches are in the process of formation and readers will be kept advised.
 ERN RADDATZ.

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